

## Environmental and Social Data Sheet

### Overview

Project Name: STADT-REGIO-TRAM GMUNDEN-VORCHDORF  
 Project Number: 2014-0292  
 Country: AUSTRIA  
 Project Description: Construction of a rail link between the tram line of the city of Gmunden and the Traunsee regional light railway and acquisition of rolling stock.

EIA required: no

Project included in Carbon Footprint Exercise<sup>1</sup>: no

(details for projects included are provided in section: "EIB Carbon Footprint Exercise")

### Summary of Environmental and Social Assessment, including key issues and overall conclusion and recommendation

The project consists of a 900 meter long railway track through the town of Gmunden. The construction of new rail tracks falls within the scope of Annex II of EIA Directive., Due to the short length of the section and the fact that the project is within the built up area and within an existing road corridor, and based on Annex III criteria, the Competent Authority screened the project out. The project crosses the river Traun, but the Nature Competent Authority declared that there are no significant impacts on the protected riverbanks. The project is not close to any Natura 2000 areas.

The new tram tracks are constructed close to buildings, including some cultural heritage. The promoter studied noise and vibration impacts extensively. On some sections the maximum norms would be exceeded and so mitigation measures were included in the design of the project, bringing noise and vibration under the prescribed levels.

The project is expected to contribute to an overall improvement of the urban environment by encouraging the use of public transport, also reducing private car usage to some extent. Some additional positive impacts will derive from the operation of new rail vehicles with better environmental performances.

Based on the mitigation measures put into place, the project is acceptable in environmental terms for Bank financing.

### Environmental and Social Assessment

#### Environmental Assessment

The project will connect the existing 2.3 km long tramway of the city of Gmunden with the existing 14.9 km long "Traunseebahn" from the eastern part of Gmunden (Seebahnhof) to Vorchdorf. The project consists of a 900 metre long railway track

<sup>1</sup> Only projects that meet the scope of the Pilot Exercise, as defined in the EIB draft Carbon Footprint Methodologies, are included, provided estimated emissions exceed the methodology thresholds: above 100,000 tons CO<sub>2</sub>e/year absolute (gross) or 20,000 tons CO<sub>2</sub>e/year relative (net) – both increases and savings.

through the inner city of Gmunden, replacement of an existing but life-expired road bridge over the river Traun, redesign and renovation of the main road through Gmunden and purchase of new trains.

The Competent Authority (Amt der Oberösterreich Landesregierung, Direktion Umwelt und Wasserwirtschaft) confirmed in their letter of 17 October 2014 that the project required no EIA.

The new tram tracks are constructed close to buildings, including some cultural heritage. The promoter studied noise and vibration impacts extensively, to ensure compliance with local norms (including ONORM ISO2631-2, S9020, S9012, SN640 314 A). As on some sections the maximum norms would be exceeded, mitigation measures were included in the design of the project, bringing noise and vibration under the prescribed levels. Most importantly, the tracks are not only built on top of elastic mats (Masse Feder System) but these mats will also be constructed on concrete plates of 40 to 50 cm thick, giving extra stiffness to the foundations, limiting vibration.

The new tram track is fully located within the urban area and crosses the river Traun, a feeder of the Traunsee. The promoter asked the Competent Authority (Land Oberösterreich, bezirkshauptmannschaft Gmunden) whether the project would affect the protected river bank, as defined in local law (Oberösterreich Natur- und Landschaftsschutzgesetzes 2001), and in their letter of 3 July 2014 the Competent Authority, following a screening to determine the need for an appropriate assessment under Article 6.3 of the Habitats Directive, confirmed that the project does not affect the river bank, as it only replaces an existing bridge. The project also does not impact upon any Natura 2000 area, as confirmed by the Competent Authority in their letter of 17 October 2014. The area that is closest is the protected bird area "Untere Traun" (AT3113000), at a distance of approximately 2 km.

The project is being implemented in two phases. The building permit for this first part, from Seebahnhof to the bridge over the Traun, was given on 29 April 2014 and construction commenced. The building permit for the second part is expected at the beginning of 2015. EIB finance is subject to receipt of the building permits for the complete project.

The construction of tram rolling stock will take place in the manufacturers' plants and does not fall within the scope of the EIA Directive 2011/92/EU.

The project is part of a public transport strategy ("ÖV-Konzept Gmunden") developed for the region of Gmunden and Vöcklabruck. This strategy was not subject to an SEA. Cumulative impacts with other investment projects in the area are however not expected to be significant.